

CLASSIFICATION **SECRET**SECURITY INFORMATION
REPORT

25X1

COUNTRY East GermanyTOPIC Neuruppin Airfield

015935

EVALUATION _____ PLACE OBTAINED _____

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DATE OF CONTENT _____

DATE OBTAINED _____ DATE PREPARED 5 February 1954

REFERENCES _____

PAGES 3 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

This is UNEVALUATED Information

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1. The following air activity was observed at Neuruppin airfield between 14 December 1953 and 4 January 1954:

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14 December. After 10:15 a.m., Po-2s made local flights. There was haze.

15 December. Between 9:45 a.m. and 3 p.m., some MiG-15s or U-MiG-15s and Po-2s were seen aloft. The weather was hazy.

16 December. Between 9:30 a.m. and 2 p.m., MiG-15s or U-MiG-15s and Po-2s made local flights.

17 December. During the noon hours, MiG-15s or U-MiG-15s and Po-2s were seen aloft. The weather was hazy. At 5:45 p.m., a biplane crossed over Neuruppin.

18 to 21 December. There was no flying. The weather was unfavorable.

22 December. Some local flights were made by MiG-15s or U-MiG-15s and 2 Po-2s. Visibility was limited to 4 km.

23 to 28 December. No air activity was observed.

29 December. Between 10:15 a.m. and 3:15 p.m., some Po-2s and MiG-15s or U-MiG-15s practiced flying.

31 December to 4 January. No air activity observed.

When there was slippery ice, the runway was strewn by machines which looked like fertilizer spreaders. After 3 January, snow was cleared from the runway. The edges of the runway were marked by fir branches.

2. The following air activity and aircraft were observed at the field between 22 December and 12 January:

22 December. Between 9:40 a.m. and 12:15 p.m., 3 MiG-15s or U-MiG-15s practiced flying above the clouds. The aircraft pierced the clouds north of Gildenhall and there approached the field. There was a cloud base at an altitude of 600 to

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800 meters and light ground haze. Between about 8:30 a.m. and 3:40 p.m., Po-2s, [redacted] took off from Neuruppin airfield and from the Bechlin training grounds for practice flights. 25X1

✓ 23 December. No flying was observed. There was a closed ceiling and intermittent rain.

24 and 25 December. No air activity was observed. There was fog and poor visibility.

28 December. There was no flying. There was a closed fog-like ceiling and, intermittently, light rain.

29 December. Between 8:30 a.m. and 3:45 p.m., MiG-15s or U-MiG-15s practiced flying. There was a 8/10 to 9/10 overcast at an altitude of about 1,000 meters and visibility of more than 10 km. Air activity included firing at sleeve targets between 8:30 a.m. and noon and air-to-ground firing in the Storbeck area. For the latter practices, each aircraft approached 2 to 3 times from an altitude of about 800 meters coming down to about 200 meters at an angle of 20 to 30 degrees and giving 8 to 12 burst of fire at each approach. 25X1

30 December. Between 9:10 a.m. and 2 p.m., 5 local flights of 18 to 22 minutes duration each were made. Sweet-back jet fighters involved in flying [redacted] There was a 5/10 to 7/10 overcast at an altitude of about 1,500 meters and visibility was limited to 2 km during snow flurries. 25X1

31 December. No flying was observed. There was a closed ceiling which occasionally tore open, and, intermittently light snowfall.

1 January. There was no flying. The sky was 7/10 to 9/10 overcast and visibility was limited to 5 to 10 km.

2 January. During the morning there was fog which dissipated after 1 p.m. while visibility improved to 1 to 2 km. At 2:40 p.m., a Yak-14 took off and disappeared toward the southwest. No other air activity was observed.

3 January. No air activity was observed. There were 3 to 4 cm of new snow. Visibility was good except during snow showers when it was limited to 500 meters.

4 January. There was no flying. There was a closed ceiling and new snow.

5 January. Between 8 a.m. and 9 a.m., a tractor towing a device was seen on the runway. Between 9 a.m. and 3 p.m., MiG-15s or U-MiG-15s, [redacted] made high-altitude flights. 25X1

6 January. Between 10 a.m. and 3 p.m., aircraft, [redacted] made high-altitude flights. There were no clouds and temperatures of minus 8 to minus 10 centigrades.

7 January. Between 9:45 a.m. and 1:30 p.m., three flights at an altitude of about 8,000 meters were made by aircraft [redacted]. There were no clouds in the morning, but high fog after 10 a.m. and a closed ceiling in the afternoon. 25X1

8 January. No flying was observed. There was a closed ceiling, snow and drizzle which immediately froze on the ground.

9 January. No air activity was observed. There was a closed ceiling and light fog.

10 January. While passing by the field, [redacted] 19 MiG-15s or U-MiG-15s, 2 Yak-11s and 3 Po-2s, [redacted] 25X1

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11 January. There was no flying. There was a closed ceiling and snowfall in the morning. The degree of cloudiness decreased in the afternoon.

12 January. No air activity was observed. There was a closed ceiling and it snowed intermittently.

3. During the frosty period in early January, the jet aircraft were started without difficulties. The engines were run-up shortly before the take-off.¹
4. In early January, the radar set, apparently of type "Kniferest", was again observed about 300 meters west of the officers club.² On 22 December, several rods apparently belonging to a radio installation were observed in the area of the ammunition dump. No details could be observed.³
5. Between 22 and 24 December, a wooden bunker was being constructed next to the AA gun emplacement on Klappgraben. The entrance to the bunker faced the gun emplacement. Smoke was arising from the bunker and [redacted] food containers were being transported there.⁴

6. [redacted] 25X1

7. The following observations were made at the field between 7 and 11 January:

7 January. Between 9 a.m. and noon, some MiG-15s with auxiliary fuel tanks practiced individual flying.

8 January. There was no air activity.

9 January. After heavy snowfall, the runway was cleared by ^{two snow-plows,} ~~men and snow-plows.~~ ~~ice-clearing devices.~~

10 January. Again the clearing of snow was observed. There was no flying. Except for the 4 alert aircraft, 13 MiG-15s or U-MiG-15s and 1 conventional aircraft were counted in the area of the hangars.

11 January. No air activity was observed.¹

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1. Comment. Neuruppin airfield is occupied by a fighter regiment equipped with about 28 MiG-15s and some Po-2s and Yak-11s. Gildenhall, mentioned by source II in connection with air activity on 22 December, is located in the eastern extension of the runway where also the PKV-45 (B/F) station is located. Bechlin airfield is a sodded field, about 3 km southwest of Neuruppin, which is used by the Po-2s of the fighter regiment. Storbeck, [redacted] in connection with air activity on 29 December, is located about 3 km northwest of Neuruppin. All the aircraft [redacted] recorded were observed previously, some of them repeatedly. 25X1
2. Comment. The Kniferest-type radar set was repeatedly observed at the location indicated.
3. Comment. The ammunition dump is located at the northern edge of the field.
4. Comment. The AA gun emplacement, which is occupied by 37-mm guns, was reported previously.

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